

THE POLYNESIAN.

HONOLULU, MARCH 8, 1851.

STEAMERS IN CALIFORNIA.—There are now forty-three steamers running upon the rivers and coast of California, where two years ago not one was employed. From an account in the Alta California, we learn that there are now employed between San Francisco and Panama; twelve steamers, of from 600 to 1200 tons. Two between San Francisco and Oregon. Three to the Gulf of California and Trinidad Bay. Two to San Diego and intermediate ports. Three transient steamers, Benicia and Tehama. Eight to Sacramento City. Seven to Stockton. Three between San Jose and Santa Clara. Three between Sacramento and Marysville.

These steamers render the facilities for travelling in California all that can be desired, and are in striking contrast with the state of things two years ago, when a trip to Sacramento occupied six or eight days, and no other conveyance up and down the coast existed, but transient merchant vessels at irregular intervals. The Alta says, "There will be room for more boats, but not at present." We should think not; but rather that a couple could be spared for a line to these islands, which we anxiously desire to see established as soon as practicable.

Two other steamers, in addition to the above, are daily expected to arrive, when the whole number will be forty-five. One of these is to be employed upon the Oregon route, and the other to San Diego, both carrying the mails.

ADVERTISED LETTERS.—The Alta California, containing a full list of letters remaining in the Post Office at San Francisco, on the first of February, can be seen at the Polynesian office, and which those interested can examine at their convenience. We would request those examining it, not to remove it from the office, as has been done in two or three previous instances; but that it be left for the benefit of the public. As there are many now residing here from California, who may have letters advertised, we would call special attention to this list. Letters will be forwarded to this place from San Francisco, by making the request of the Post Master of that place.

There is a separate list of French and Spanish names.

We are disappointed in not receiving the Atlantic mail of the 25th of December, before going to press this week. Indeed, sufficient time has elapsed to bring advice to the 11th of January, from New York, had the mails met with the despatch that they sometimes do. From San Francisco, we have papers to the 12th of February, at which date the California had not arrived with the mail, and was ten days behind her time. The rumor in circulation here for a few days past, that she had been burned at sea, we attach no importance to whatever. Such verbal reports need confirmation, to entitle them to consideration. We hope to present, in our next, more full accounts from our files which will doubtless arrive within a few days.

COURT HOUSE AND JAIL.—We are requested to make the enquiry, what has occasioned the cessation in the erection of this indispensable Public Building? Some months ago the location was fixed upon, and the ground staked out for a commencement, in a most convenient vicinity to the business part of Honolulu; but after a few days work had been performed, the site was abandoned, on account of the depth of water found upon the foundation rock, which rendered it impracticable to proceed.

This may have been a sufficient reason for abandoning that particular locality, but not for giving over the work altogether. Honolulu is greatly in want of a proper edifice for holding the courts. Those now used for this purpose, are not adapted, either to the comfort of the Court and jury, or to the safe keeping of the records and other valuable papers in its custody. And for a jail, the poor apology now used for a lock-up, is altogether too small, insecure, and ill-adapted to the purpose, to meet the wants of the metropolis a single month.

Who has the direction of this matter, and why is it not progressing?

The population of San Francisco now numbers about twenty-three thousand, congregated from almost every habitable quarter of the globe. The salaries of public officers in the city of San Francisco amount to \$224,000 per annum, and the city is in debt some half million of dollars. The Alta says, "We cannot imagine where such an immense quantity of grease is to come from as appears to be necessary to keep revolving the wheels of our city government." Why, it is only \$31.50 each for your population of 23,000, men, women and children. Rather onerous, to be sure.

As the Hawaiian schooner S. S. was entering the harbor a few days since, in a gale of wind, she touched upon the reef and was in considerable peril. Instantaneous and efficient aid was rendered to Capt. Brickwood, by the boats of the Vandalia, and the schooner was got off and safely entered the harbor, having sustained but little damage. At Capt. B's request we notice the facts in the case, and thus publicly convey to Capt. Gardner his thanks for the timely and unsolicited assistance rendered him, for which he will ever retain a grateful remembrance.

The Transactions of the Royal Hawaiian Agricultural Society, the publication of which has been delayed for want of paper, is now completed, and ready for delivery to subscribers, at the Polynesian office. This is Vol. 1, No. 1, of what we sincerely trust will be a series of papers emanating from the Society, and contains the preliminary proceedings of the formation of the Society, proceedings of the Convention called for organizing a society, the Constitution and proceedings of the first meeting, address of Wm. L. Lee, Esq., the first President, address of R. C. Wyllie, Esq., and several interesting papers read before the Society by different members, and a list of members.

A few extra copies have been published, besides those for members, which can be procured as above. Price 57½ cents.

Cardinal Wiseman is to receive the title of St. Prudentia, who was a British saint, and a grand-daughter of Caractacus.

QUICK WORK.—The ship Flavius, Capt. Rogers, owned by Messrs. Makee & Anthon of this city, returned on the 3d inst., from China, with a full cargo for this market. The Flavius was absent but 105 days, and lay but 12 in China, taking in her cargo.

By this arrival we are in possession of dates to the 7th of January, but they contain little news of general interest. Some extracts will be found in another column.

From a private letter we learn that James G. Bridgman, one of the missionaries to China, committed suicide, during a season of mental aberration, in December. And also, that the Rev. C. Fast, of the Swedish Missionary Society at Upsal, was killed by pirates, on the 13th of October. The correspondent of the Chinese Repository gives the following account of this melancholy affair.

The death of the Rev. C. Fast, a missionary of the Swedish Missionary Society at Upsal is mentioned in letters received from Fuchau, and the circumstances attending it detailed. We understand that the authorities at Fuchau have taken energetic measures to apprehend the miscreants, and have sent the police to the village near Kimpai pass to arrest the guilty parties. By means of the servant mentioned in the notice below, who identified some of the piratical crew, they captured the guilty parties, and beheaded five of them, and hurled the houses of those implicated. The villagers are reported to have for the most part fled from the place after the visit of the police. The acting British consul, Mr. Sinclair, reported the event to the authorities, but it appears they had already taken their measures. We think it was used for the purpose of gentlemen to use fire-arms as they did, and it is not so certain that the dacoits had the intention to take life, as this notice intimates. The notice of the attack on Messrs. Fast and Elquist is thus given by our correspondent:—

"On the evening of the 12th of this month, Rev. Messrs. Fast and Elquist, in a small boat with three rowers, went down the river to the receiving ships for the purpose of exchanging their bills. The latter took with him a servant boy, of perhaps fifteen or sixteen years. After visiting one of the vessels the next morning, and passing to the second, their boatmen inquired, 'Have you got your money yet?' This was a devious question, but replied to in the negative. On leaving the second vessel, on the morning of the 13th, the inquiry was answered in the affirmative. During the stay of the brethren at the vessels, the boatmen went ashore, and when they were questioned as to the reason, they replied that they went to buy some small articles they needed. The gentlemen, however, proceeded in the boat to return home. On nearing the Kimpai pass, not more than two or three miles from the vessels, about eleven o'clock in the forenoon, the boatmen were observed to be inactive, and were urged in vain to row faster. Soon after a sail boat came in sight, a short distance ahead, apparently bound up the river. The wind being light, the row boat soon came up with the sail boat (it seems right alongside), when those in the latter instantly hooked on, and commenced a fierce assault with stones and spears. Messrs. E. and F. both seemed to feel that the pirates intended to put them to death, and that they themselves must fight for life. Mr. F. put his head out from under the cover and fired a pistol. Mr. E. rushed out to resist the attack, and fired twice upon the pirates. He soon called on Mr. F. to fire a pistol lying by his side, but the latter replied that he was unable. Soon after he either fell or was thrown overboard; unable to swim, he sank, and was seen no more. Mr. E. finding resistance useless, dropped overboard, diving deep, and swam some distance down, then swam ashore. For a time he waited, hoping to see something of Mr. Fast; then, wounded and weary, wandered about to find his vessel, but he had left. His fear of being discovered by those on shore protracted his wanderings, and it was not until near evening he reached the shore opposite, and was received on board.

"In the mean time, the pirates, numbering, it is said, some thirty or forty, took the boat, boatmen, and booty to a village just below the pass, on the south side. They threatened the life of the servant boy, on account of a severe injury one of their number had received, but finally released him and the boatmen. On their return, all were taken into the custody of the government either on suspicion of being accessories to the piracy, or to furnish evidence in the case. "Mr. Fast's body has not been seen since. The wounds received by Mr. Elquist have not proved serious. Mr. Fast had greatly endeavored himself to his fellow laborers by his kind and social disposition, and by the simplicity and fervor of his christian character. Eminent exhibiting christian love out of a warm and sincere heart, he has left a precious memory behind in the hearts of his associates."

Our correspondent says, "How rapidly has the communication between California and China increased! We are now almost cut off from receiving parcels, books, etc., from America, for all the ships go around the Horn. Two ships only are on the way higher from the United States, while recently fifty have come in from San Francisco. The trade of this port is worse than it has been for many years, principally owing to the many arrivals from California, the slow sales of produce and manufactures, and the great number of ships which have been loaded at Shanghai. Best Bills of Exchange are 5-2, a most disastrous rate."

In translating the Old Testament into the Chinese, the delegates have reached the book Numbers. The schooner Dart, hence Nov. 23d, arrived at Hong Kong on the 1st of January. The Maid of Julpha sailed from China twelve days before the Flavius for these islands. She has not arrived.

The British bark Thetis, and the American bark Euraka, sch. Edward L. Frost, brig Mary Wilder, the Swedish bark Antelope, and the Peruvian bark Iowa, were all loading for San Francisco, to meet with early despatch.

I saw a mere youth, plodding on his daily way, full of hope and bright visions of the future—wielding the pen and as he must have thought and meant, for good—some were his friends, some, perhaps, his enemies—I knew him not. A few weeks rolled over and a funeral train passed my door—that youth had closed his mortal career—his race was run—I watched many follow his remains to the grave, and as they stood beside the last of earth and saw it peacefully placed in its, perhaps eternal resting place, they all, I am sure, felt and hoped sincerely that his peace had been made with his God. Woman, "first at the cross, earliest at the grave,"—she too was there.

That youth once had, may yet have a mother—oh! if she live, how that mother's heart will twinge for her poor boy—perhaps a sister—that sister's eye will moisten, and that mother's heart bleed to its core,—as only a mother's heart can,—when they are told that their son and brother whom they loved, reposes far, far away on an ocean Isle! He fills the stranger's grave.

Friend, as you pass, bestow a friendly flower and kindly God-speed, on the last earthly remains of Edmund C. Munn—he is thy brother.

Those who were engaged in the dry diggings, etc., have also been unsuccessful, during the past season.

It was the general opinion of the miners last mentioned, that not more than eighty or ninety in every hundred had realized money enough to enable them to return to their families; and that not more than one in twenty has realized a dollar clear of expenses during the season.

All hopes of making fortunes in California are lost sight of in ninety-nine cases out of a hundred, and the almost universal feeling is to get home. And it is truly heart-rending to witness

OFFICIAL PRESENTATIONS.—On Friday, the 25th ult., His Majesty received, at the Palace, an official call from Capt. Gardner, of the United States ship Vandalia, accompanied by a number of the officers of that ship. Capt. Gardner was presented to His Majesty by L. Severance, Esq., Commissioner of the United States, and the following officers were then severally introduced by Capt. Gardner. Lieutenants, R. E. Johnson and J. P. Bankhead; Marine officer, J. R. Reade; ass't surgeon, R. Carter; Passed Midshipman, J. B. Stewart, A. M. Habersham and S. B. Luce.

VISIT TO THE VANDALIA.—His Majesty the King, attended by His Highness the Premier, His Excellency the Minister of Foreign Relations, His Excellency the Governor of Oahu, and all the chiefs of rank present in Honolulu, members of the Privy Council, paid a visit to the United States ship VANDALIA, on Wednesday last, and were received with manned yards and the customary salute, and with the Hawaiian ensign at the main.

His Majesty was received with the utmost courtesy and attention by Captain Gardner and his officers, who took every pains to make the visit an agreeable one, in which they admirably succeeded. After visiting the ship, and partaking of a collation in the Captain's Cabin, the yards were again manned, and His Majesty and suite left the ship under a salute, highly gratified with the attentions they had received.

SOBER TRUTH.—The following declaration of one hundred returning California, will be read with interest by those who are seeking for facts in regard to California; and will have an influence in determining the minds of many who are canvassing the subject of going to that wonderful land. It is but just to say, that this testimony is corroborated by many whom we have personally conversed with, and the "perished" and "perishing hopes," of a large number bear ample testimony to the truth of this exposition.

But while the picture is dark, and has scarcely a gleam of sun-light in it, we are still of the opinion that California has all the natural elements of a great and wealthy State within itself, which will be rapidly developed and brought into exercise for the benefit of her inhabitants. Every thing has been over done in California. She has made too great haste, and has not counted the cost; at least, this is the case with a large proportion of those who have rushed into the current of her affairs, and are now paying the penalty, in blighted hopes and ruinous disappointment. An almost superhuman effort will be required by her to maintain her position, and this, we believe, she will make, rather than allow all her fair prospects to go by the board.

We have great hope yet for California, but her affairs must be conducted upon a more moderate basis, and more in accordance with the demands and experience of other countries. Such excitement as has existed in relation to her mines and inexhaustible resources, must give place to more sober reality, and then she will advance with all the speed necessary to a firm and settled community. Humanity cannot long endure the intense strain upon the mental constitution, that has characterized her population for the past two years. It has been an unnatural pressure, and a reaction must necessarily ensue. It has now commenced, and happy will she be, if she can ride out the storm, and again spread her canvas to the breeze.

NOVEMBER 27, 1850. We, the undersigned, passengers in the steamship Alabama, direct from California, in view of the many false statements in circulation, in regard to the productiveness of the mines, deem it a duty to give some facts, which came under our immediate observation, for the consideration of those who contemplate visiting that State for the purpose of mining. In this voluntarily laying before the public the facts in relation to the mining in California, we wish it distinctly understood that our statement can be relied upon as strictly true, and that we are actuated by no motive save a desire to serve those who may be induced to leave present comfortable homes for the desperate chance of making a fortune by gold digging.

We are viewed with regret the many false statements circulated in newspapers, based on information derived from the press in California, the conductors of which are engaged in the transportation business, on the Atlantic and Pacific. The bankers, merchants, and traders, whose business transactions extend throughout the entire length of the continent, and who are, in no small degree, in misleading the public in regard to the flattering prospects of those engaged in mining. They have induced thousands and tens of thousands to seek fortunes in California at great sacrifices, who never would have taken the same course had they been informed of the real condition and prospects of those engaged in working the mines.

We believe that thousands have been induced to emigrate to California, during the past year, on account of the exaggerated report made by the Government agent, (Mr. King) and by the statements made by the delegates in Congress, in relation to the gold bearing quartz. They stated that quartz rock existed to an unlimited extent, and worth from one to three dollars per pound. These statements coming to the miners through the newspaper published abroad, struck them with profound astonishment. Now, there is not one minor in five hundred who has found in his researches a pound of quartz worth fifty cents per pound, and the undersigned, who have been deeply interested in the matter, having carried machinery to the mines at great expense, to work the quartz, know that none can be found there worth the present price of labor to work it.

It has been estimated that about one hundred thousand Americans were in California at the commencement of the present year. The emigration this year is put down at sixty thousand across the plains, ten thousand over land, through Texas and Mexico, and fifty thousand across the Isthmus—making two hundred and fifty thousand. Supposing twenty thousand have returned home during the present year, (and this is said to be a liberal calculation,) two hundred thousand Americans remain in the country. If asked what is the condition and prospects of this large number of American citizens, we would say "most deplorable." The forty or fifty thousand who have been engaged in damming and turning rivers, during the summer, have been almost universally disappointed. Having lost the labor of three summers, and the means they had previously procured; thousands of them are reduced to want and involved in debt for subsistence, etc.

Those who were engaged in the dry diggings, etc., have also been unsuccessful, during the past season.

It was the general opinion of the miners last mentioned, that not more than eighty or ninety in every hundred had realized money enough to enable them to return to their families; and that not more than one in twenty has realized a dollar clear of expenses during the season.

The general despondency which exists among the miners, and to see stout-hearted and brave men shed tears at their hopeless condition.

We have deemed it our duty—a duty we felt due to the American people—thus honestly to present for their consideration the foregoing facts, leaving all to act according to their own judgments in the matter.

The privations experienced by many of us on steamships and sailing vessels, going and returning from California, have, in many instances, been almost insupportable. There is a great want of attention on the part of masters of vessels to their passengers. We take pleasure in stating, however, and we do it with feelings of gratitude, that we have found no cause of complaint on the steamship Alabama, either in the steerage or cabin. We cheerfully recommend the Alabama as a steady and safe boat, and Capt. Foster as an able commander. He was kind and considerate to his passengers, and a perfect gentleman in his deportment. Signed by one hundred names.

By the following article from the Alta California of the 8th ult., it will be perceived that additional burdens are to be imposed on foreign commerce by the new construction of the Revenue Laws of the United States. With the more liberal practice which has formerly prevailed in San Francisco, the commerce of these islands has been conducted with little or no profit to the importers of our productions. Our flag has been subjected to a discriminating duty of ten per cent., because we had no treaty with the American government; and now the additional burden of landing and storing cargoes, after fifteen days, is to be imposed upon us. This is more than can be sustained by importers; and the effect must inevitably be,—as one of our ship masters remarked to us a few days since,—to put a stop to the trade between these islands and California.

We concur, fully, with the editor of the Alta in the opinion, that a more liberal construction should be put upon the law, and that if literally followed, "ruin and destruction must follow."

GOODS IN FOREIGN VESSELS—CUSTOM HOUSE RESTRICTIONS.—The construction which has been placed by our recently appointed Collector of the port of San Francisco, upon the act requiring the placing in possession of the custom house authorities after the expiration of fifteen days, all goods entering our harbor in foreign vessels, is one, the evil effect of which are already felt by our merchants, fraught as it is with ruin to the importer of foreign goods.

The act, as we understand it, is this: That after the expiration of fifteen working days, goods introduced in any foreign vessel, and liable to pay duty, are for the protection of the revenue service, to be placed in actual possession of the Collector of the port, or of his deputies or inspectors. The object is to secure to the government the payment of duties, and to render secure the goods themselves, so that in any event they shall be held in bond for payment.

It seems that Mr. King has so construed the law that he has considered it his duty to order an actual landing of foreign goods at the expiration of fifteen days, and that they then be placed in public warehouses or the duties paid and they stored at the expense of the importer or consignee. In the cities of the Atlantic States, where facilities for landing and storing are so great, where a vessel can haul directly along side of a wharf and discharge in a storehouse, a strict construction of the law would not operate with such severity as it does here.

It is certainly the duty of a collector of a port as well as a private individual, to conform himself and his acts to the circumstances which he is surrounded. A port Collector is the person who of all others should use every means in his power conformable to law, and where the law is at all doubtful to place upon it the most liberal allowable construction, for the purpose of facilitating commercial intercourse, and acting for the benefit of shippers, consignees, and purchasers. Now, look at the operation of the enforcement of Mr. King's order in the port of San Francisco. The goods if landed are placed in store houses, liable with their contents at any moment to be destroyed by a conflagration similar to those which have already swept our city several times. The sum of six dollars for every ton must be paid for the expenses of storage, and six dollars per ton again for re-shipping. In a market so fluctuating as that of California, these expenses would oftentimes absorb the whole value of a cargo, and in some cases it would be an actual pecuniary advantage to throw the goods into the harbor immediately upon their arrival. There is a firm in this city who have now lying in the harbor one hundred thousand sacks of chloride of lime. If the store house and its contents are not consumed, and the property lost, the mere entirely unnecessary expense of the landing and re-shipping will amount to the sum of \$120,000. In the same manner will these enormous expenses be saddled upon the unfortunate owners by consignees of all foreign goods in the harbor. Now, the possible advantage is to be derived from this enormous burden, while remaining in bond on board of a ship in harbor, under the charge of a custom house inspector, are perfectly secure. Not a board, a potato, or a sack of flour can be removed until the duties are paid upon it, and what advantage can be derived from this enormous burden of expense we cannot imagine. Under the administration of Mr. Collier it has never been found necessary, and why is it more so now? It must be also considered that at least seven tenths of the goods entered in the harbor of San Francisco are re-shipped, and sent up or down the coast and rivers, and that it is therefore far more convenient to remove them upon sale directly from the ship's tackle. Certain it is, that if Mr. King's order be promulgated and is literally obeyed, ruin and destruction must follow it.

We consider that the possession which the law requires is *possession pro forma*, and that while goods are safely landed under the hatch of a ship, and in charge of a revenue officer, they are sufficiently in possession for all practical purposes, and we trust that Mr. King, unless he has positive orders in the matter, which have not yet been made public, will seriously consider this matter before he imposes upon the merchants of San Francisco a burthen more onerous than they can bear.

For the Polynesian.

MR. EDITOR.—Should you deem the following report of sufficient interest, you are at liberty to publish it in the Polynesian.

SHIP FLAVIUS, Feb. 7, 1851.—At noon were directly in the position of an Island laid down on Navi's chart, Lat. 29° 40' N. Lon. 143° E. The island does not exist in the position assigned it by the chart, for the day was remarkably clear and I could have seen land at least 15 miles, from the mast head, but saw nothing.

Lat. 32° 10' N. Long. 130° 36' E., passed a small Island not laid down in my chart that I have seen. The island I suppose can be seen 15 or 20 miles in a clear day.

Yours Respectfully,
WM. J. ROGERS,
Master ship Flavius.

Honolulu, March 4th, 1851.

HIS MAJESTY'S BIRTH DAY.—On the occasion of His Majesty's birth-day, the 17th inst., there will be a soiree at the Palace, at half-past seven o'clock in the evening.

The London Times of the 12th ult. states that a steamer has arrived at that port from Russia with eighty-nine packages of goods intended for the great Industrial Exhibition. Another lot of goods equally large was daily expected from the same country.

OBITUARY.
In this city on the 3d inst., of abscess of the liver, EDMUND CHAPMAN MUNN, a native of Springfield, Mass., aged 32 years.

Mr. Munn was a Printer by trade, having gained his knowledge of the profession in the office of an elder brother. He arrived at these islands in the spring of 1848, in the schr. Honolulu, of Boston; after working here at his profession for about a year, left for California, where he undoubtedly contracted the seeds of the disease which he died. After returning from California, which he did in the latter part of 1849, he was employed for some time as a compositor in the "Polynesian office," and subsequently in May 1850, he assumed the Editorial charge of the "Honolulu Times," which situation he held at the time of his decease. Of his editorial career I have no desire to speak, other than to say that it gave ample evidence that he possessed talents far removed above mediocrity. In private life he was highly esteemed by all who knew him, for the mutual kindness of his heart, and for his steadfast honesty of purpose. Cut off in the morning of life, with high hopes and fair prospects, his loss is indeed an affliction to the community, and to his connections here, but most of all to his bereaved mother and family in the United States.

His remains were deposited in the vault in Nuuanu Valley on the 4th inst., and followed to their last resting place by a very numerous and respectable concourse of foreign residents, and escorted by the Honolulu Fire Engine Co. No. 1, of which the deceased was a member.

Rest loved one, rest
Thy wanderings here on earth are o'er.
Rest 'till the archangel's trump
Shall summon thee, and me,
And all the countless myriads
Of this peopled world, to meet
Before the judgment seat of Him
Who cannot err. Oh may the rendering
Of the account of thy stewardship
On earth, be such that He shall say,
"Well done thou good and faithful servant."

For the Polynesian.

MR. EDITOR.—I am under many obligations to you for calling attention to the subject of a City Charter. As a naturalized subject of His Hawaiian Majesty, I feel a deep interest in the matter, and had, at first thought, supposed the obtaining a charter *sine qua non* to our prosperity as a city. But your editorial last week led me to reflect a little more on the subject, and I now wish to say, that of the necessity of such a measure I have very serious doubts.

Were we without a government, the first duty of the citizens would be, to secure order and the execution of law. This would be required for the safety both of person and property, and for the execution of works of improvement and convenience. But such is not the fact. We have a government already in existence, which conducts, in the most economical manner, the affairs of the city, and is making improvements in many respects of just the kind most needed. The residents of Honolulu are now living in the enjoyment of peace order and quietness, as full an extent as they could under a chartered municipality. Their rights and interests are as well secured as they could be by any set of officers that could be elected from among us. We have no enormous city debt, to call for heavy taxation; we have no long list of sinecure officers to pay from the pockets of the public.

I, for one, Mr. Editor, am opposed to taxation, except so far as is necessary for the proper and economical management of public affairs. And I therefore hope that the officers of His Majesty's government will consent to continue the management of the municipal affairs of the City of Honolulu, which they can efficiently do, and which they have so satisfactorily done, at a cost to the residents of nothing.

In looking over the business connections of the city, it cannot be denied that they are mainly in the hands of a few prominent individuals, whose property would have to be taxed, enormously, to meet the expenses of a city government. The business of Honolulu is yet too limited, and the number of inhabitants too small, to call for a new organization at present. We are well and cheaply governed now; and I for one, do not see the necessity of asking for a city charter for some years to come. I think we had better let "well enough" alone, and not rush headlong into needless expense to gain an object we already enjoy.

You invited discussion of this subject, and I have given my thoughts in a few words, which you can use as you please. I should like to hear the opinions of others, myself; and hope, if any feel the importance of having a City Charter, they will favor us with their views, and give us their reasons.

CITIZEN.

We thank our correspondent above for the expression of his views upon the subject of a City Charter, and renew our invitation of last week to those who feel an interest in the discussion of the subject, to employ our columns for that purpose.

MR. EDITOR.—I buy my bread of the baker, and I have noticed that since the sale of a quantity of damaged flour in the market, a few weeks ago, my bread seems to contain a mixture of the damaged with the good, and is almost intolerable. I wish to suggest to the bakers, who thus mix their good flour with that which is damaged, that they keep it separate, and bake each by itself. If not, they will lose my custom.

Ought there not to be a law protecting the public from the imposition upon it of damaged articles of food? I think there should be such a law, and one, too, that would punish severely such knavery.

A RESIDENT.

THE NAVY "CAT."—Great efforts are making in Washington, it is said, by the Naval officers, to revive the "Cat." The President opposes the movement.—*Baltimore Sun.*
If the officers resist the laws of Congress in this way the President will have to call out the troops, as the letter writers made him do against the Boston opponents of the Fugitive Slave Law. Fortunately there are but few of the officers, and a corporal's guard, aided by the unanimous voice of the people against the "cat," will put their rebellion down.

The London Times of the 12th ult. states that a steamer has arrived at that port from Russia with eighty-nine packages of goods intended for the great Industrial Exhibition. Another lot of goods equally large was daily expected from the same country.

To the Editor of the Polynesian.
Sir:—I feel called upon, as agent for the late owners of the ship "Nisida Stewart," to correct an erroneous impression, sought to be conveyed by Capt. Howland's letter, in the last number of your paper, as to the sale of the ship.

He asserts that false reports were in circulation, as to the state of the ship before the sale, and that misrepresentations which compromised the interests of the underwriters or owners, were allowed to pass unnoticed, and goes on to quote (from whom he does not say and I cannot conjecture) some of the alleged misrepresentations alluded to. He then winds up, by an assertion that after the sale "the ship was by the exertions of Capt. Fales," and still "master of the ship, got off the reef;" and I presume wishes it to be inferred, that Capt. Fales, ought to have got the ship off before the sale, and that in allowing her to be sold as a wreck he acted improperly. Such I take to be the point of Capt. Howland's letter.

These, sir, are grave and serious charges, to be preferred by a person holding the position occupied by Capt. Howland, and before launching them, he was bound to have exercised due caution, and to have taken the utmost pains to ascertain their truth. I think I am in a position to show that he failed to do so.

I should have supposed Capt. Howland to have been aware that it was the duty of Capt. Fales, when his ship went ashore, to consult his counsel and abide by his instructions. And such was the course he properly followed. Mr. Allen at once had a survey made by competent persons, and I submit a copy of their report. "To E. H. Allen, Esq., United States Consul." "Sir:—According to the request contained in your note of the 27th Jan. inst. we the undersigned at the earliest hour the surf permitted repaired on board the American ship 'Nisida Stewart,' now ashore at the wharf of the harbor, and proceeded to examine into her condition. We found the ship lying on the reef, with a heavy list to port, and only seven feet water under her stern, and six feet water in her hold. She was firmly imbedded, rudder pintles and braces broken, and deck considerably risen about the larboard fore chocks. From the evidence of the tide having ebbed from the ship, we are of opinion she had bilged, and taking into consideration the want of facilities, great expense and uncertainty of getting the ship afloat, we would recommend that the ship and materials be sold for the best benefit of the concerned."

"Most Respectfully,
C. STRONGHOLT,
CHAS. B. SMITH,
ROBERT W. HOLT."

Capt. Howland will perhaps be so good as to inform the public what other course than a sale by auction was open to Capt. Fales, under these circumstances. I am sure he will allege that Capt. Fales or myself would have been warranted in embarking in "the great expense and uncertainty of getting the ship afloat;" in direct contravention of the surveyors' report and recommendation.

It is notorious and universally admitted, that without the assistance, so liberal and promptly rendered by the crew of the "Serienne," no exertion of Capt. Fales could have got the ship off the reef, and Capt. Howland's insinuation, that Capt. Fales ought to have done so, is quite unwarrantable. The "want of facilities" alluded to by the Surveyors, is a perfect answer to this point of the case.

As to the alleged false report and misrepresentations, which Capt. Howland states were in circulation, at and before the sale, and which I presume he wishes to have it inferred, caused the ship and materials to be sold at an under value, I have Capt. Fales' authority for stating that such were the facts made by him. I call on Capt. Howland to state by whom and to whom they were made. I was not aware of their existence till I read Capt. Howland's letter, and have since failed in tracing them to any other source. Whether the ship brought a fair price at the sale under her then circumstances, I leave to the judgment of a discerning public. I may however add, that had the advice of some competent and highly respectable persons been followed, and the hull, rigging, spars, &c. sold together, I am of opinion that a much smaller sum would have been realized than the amount produced by the sale in detail.

The ship was purchased by Capt. Cozalis, of the French ship "Arche d'Alliance," belonging to "La Societe de L'Oceanie," who had previously procured a promise of assistance from the "Serienne." Soon after the sale he found that the speculation would involve more loss of time than he felt to be consistent with other duties, and offered to transfer his purchase to me, and having ascertained that the same assistance would be kindly and generously extended to me, and that there was some prospect of getting the ship off the reef, took the bargain off his hands. Being perfectly satisfied with Capt. Fales' competency, I did not hesitate to leave him in charge of the ship, and have had no reason to regret having done so.

Such are the simple facts of the case, and I cannot too much admire the ingenuity displayed by the writer of Capt. Howland's letter, in weaving out of so few materials, such a tissue of misrepresentations and groundless insinuations.

E. R. VIDA.

LEGAL INTEREST AND USURY LAWS.—The following table exhibits the legal rate of interest in the different states, and the penalties attached for usury, will be interesting to the general reader:

States.	Legal rates.	Penalty for usury.
Alabama,	8 per c.	forfeit interest and usury.
Arkansas,	6 "	forfeit usury.
California,	6 "	forfeit whole debt.
Connecticut,	6 "	forfeit whole debt.
Delaware,	6 "	forfeit interest and usury.
Florida,	8 "	forfeit interest and usury.
Georgia,	8 "	forfeit three times usury.
Illinois,	6 "	forfeit 3 times u. & int. do.
Indiana,	6 "	forfeit double the usury.
Iowa,	7 "	forfeit 3 times the usury.
Kentucky,	6 "	forfeit usury and costs.
Louisiana,	5 "	contract exacting usury void.
Maryland,	6 "	contract exacting usury void.
Massachusetts,	6 "	forfeit entire debt.
Michigan,	6 "	forfeit 3 times usury.
Minnesota,	7 "	forfeit usury and $\frac{1}{2}$ the debt.
Mississippi,	8 "	forfeit usury and costs.
Missouri,	6 "	forfeit usury and interest.
New York,	7 "	forfeit entire debt.
North Carolina,	6 "	forfeit 3 times usury.
Ohio,	6 "	forfeit entire debt.
Pennsylvania,	6 "	forfeit double usury.
Rhode Island,	6 "	contracts void.
South Carolina,	7 "	forfeit entire debt.
Tennessee,	6 "	forfeit usury, int. and costs.
Texas,	10 "	contract void.
Vermont,	6 "	recy'y in action with costs.
Virginia,	6 "	forfeit double the usury.
Wisconsin,	6 "	contract void.
Dist. Columbia,	6 "	contract void.